

JFK CROSSING
420 HARVARD STREET
ZONING BOARD OF APPEALS
PUBLIC HEARING
JUNE 27, 2016

A PRESENTATION BY:

420 HARVARD ASSOCIATES, LLC

+

EMBARC STUDIO
ARCHITECTURE + DESIGN

DEVELOPMENT TEAM

DEVELOPER:

420 HARVARD ASSOCIATES LLC
420 Harvard Street, Brookline MA

DEVELOPMENT CONSULTANT:

SEB, LLC
165 Chestnut Hill Avenue, Brighton MA

ARCHITECT:

EMBARC STUDIO
60 K Street, Boston MA

CIVIL ENGINEER:

McKENZIE ENGINEERING GROUP, INC.
150 Long Water Drive, Norwell MA

TRAFFIC CONSULTANT:

VANASSE + ASSOCIATES, INC
35 New England Business Center, Andover MA

LANDSCAPE ARCHITECT:

PAUL SIMON
56 Grey Meadow Drive, Burlington VT

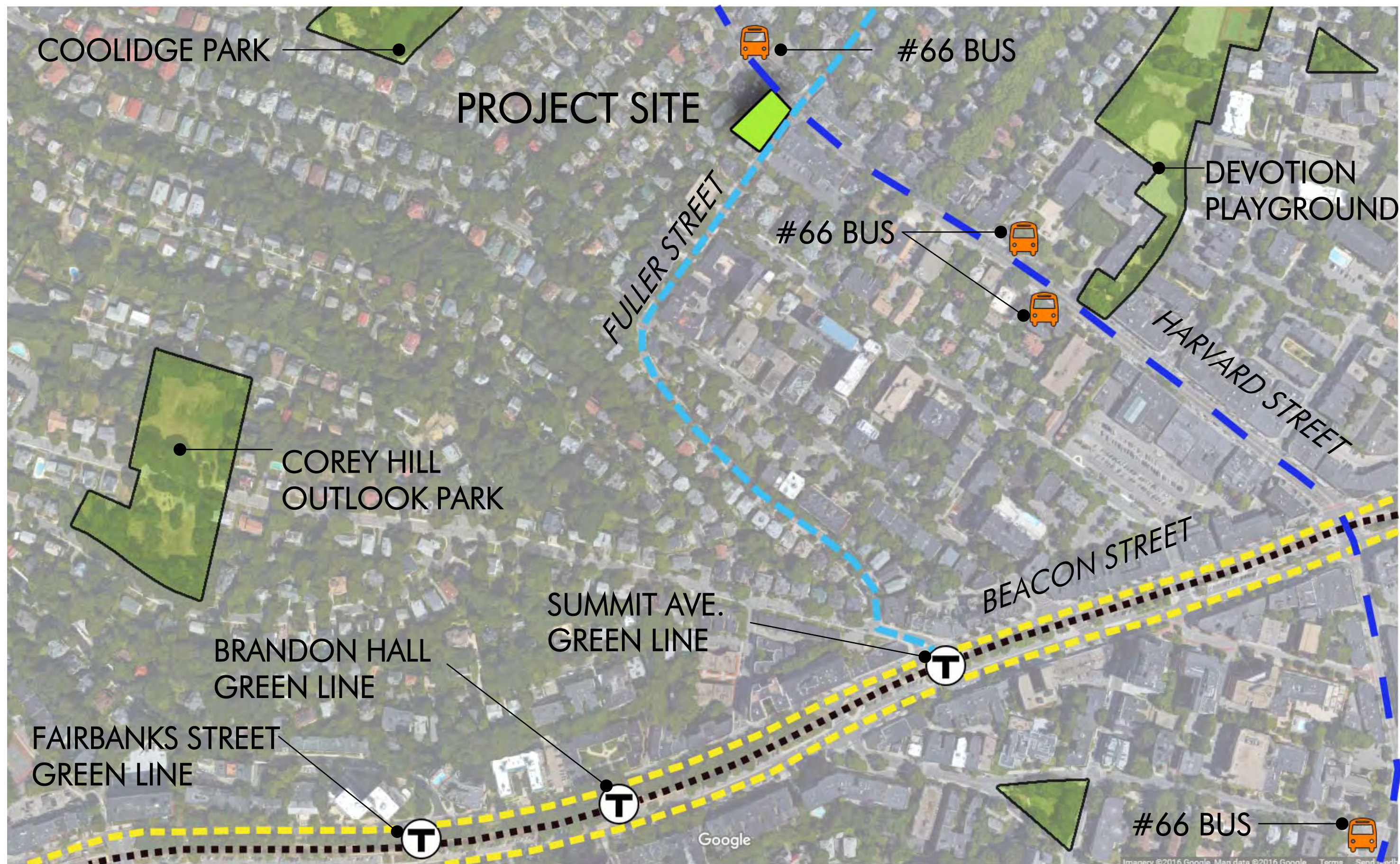
LEGAL COUNSEL:

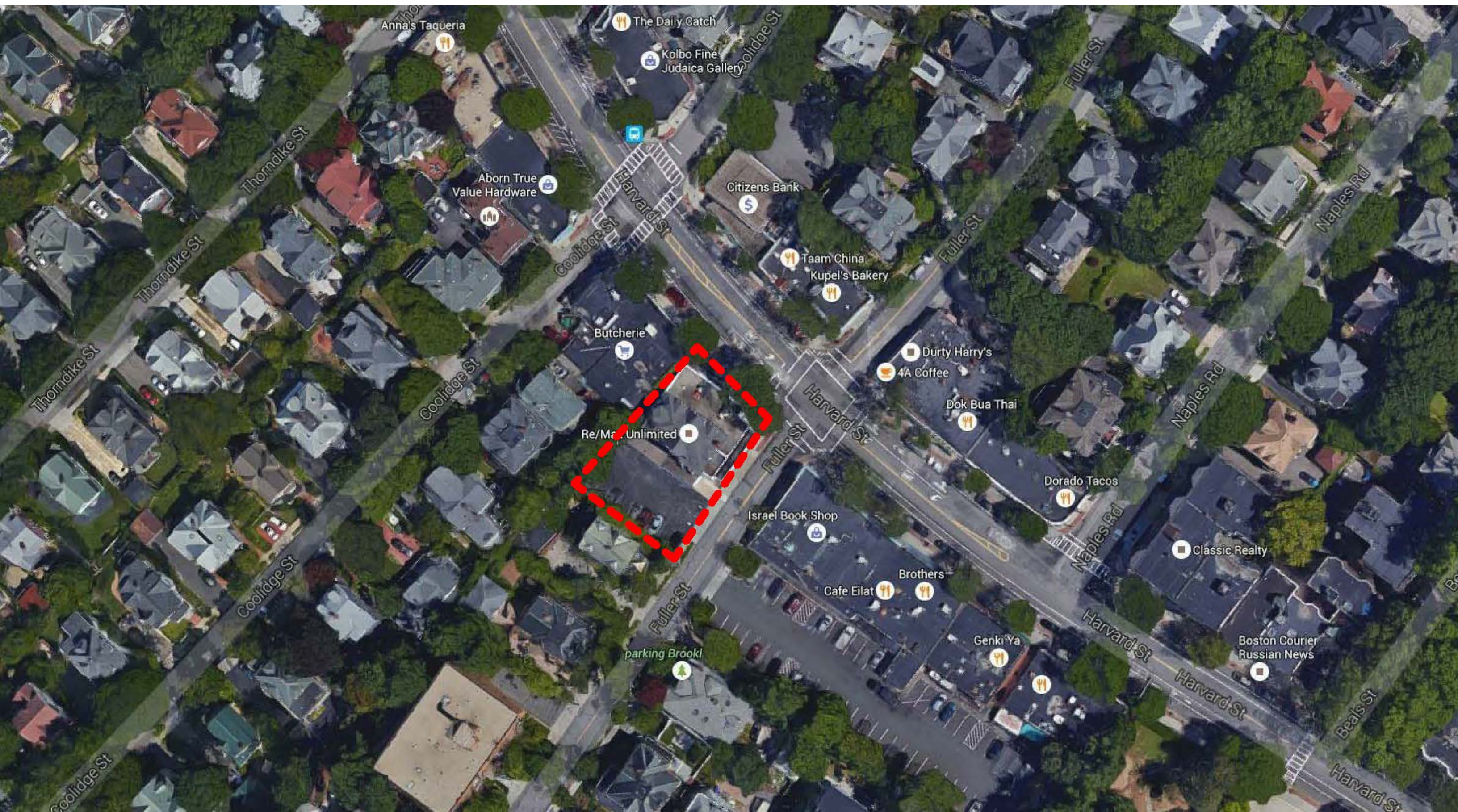
ECKERT SEAMANS CHERIN + MELLOTT, LLC
2 International Place, Boston MA

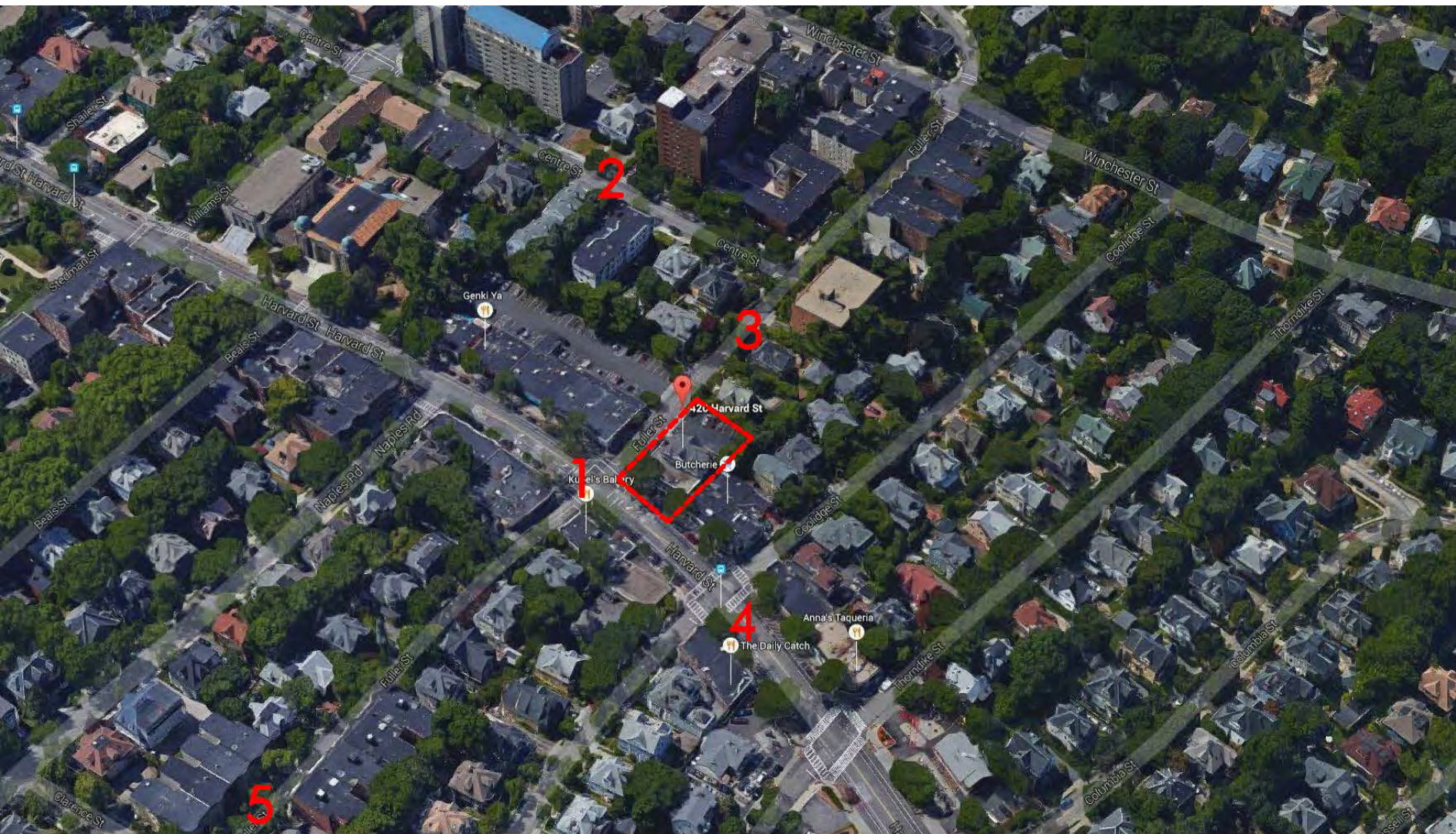
PROJECT EVOLUTION

AUGUST 20, 2015:	MEETING WITH PLANNING STAFF
NOVEMBER 5, 2015:	MEETING WITH PLANNING STAFF 40 B STAFF / COMMUNITY DEVELOPMENT STAFF
DECEMBER 22, 2015:	MEETING WITH PLANNING STAFF
MARCH 10, 2016:	MEETING WITH NEIGHBORS
MARCH 15, 2016:	PRESENTATION TO SELECTMAN
MARCH 17, 2016:	SITE VISIT WITH MHP STAFF / NEIGHBORS
JUNE 27, 2016:	ZONING BOARD OF APPEALS PRESENTATION

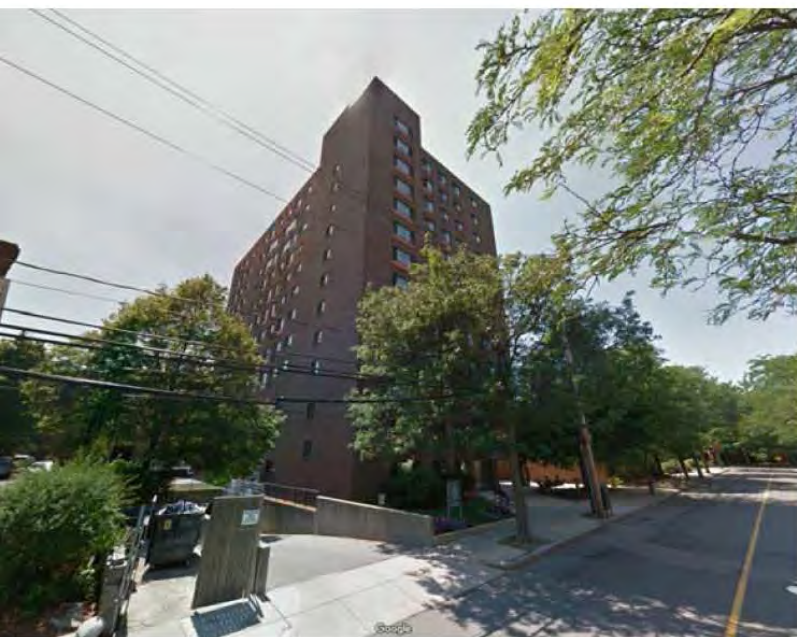








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LOCAL CONTEXT



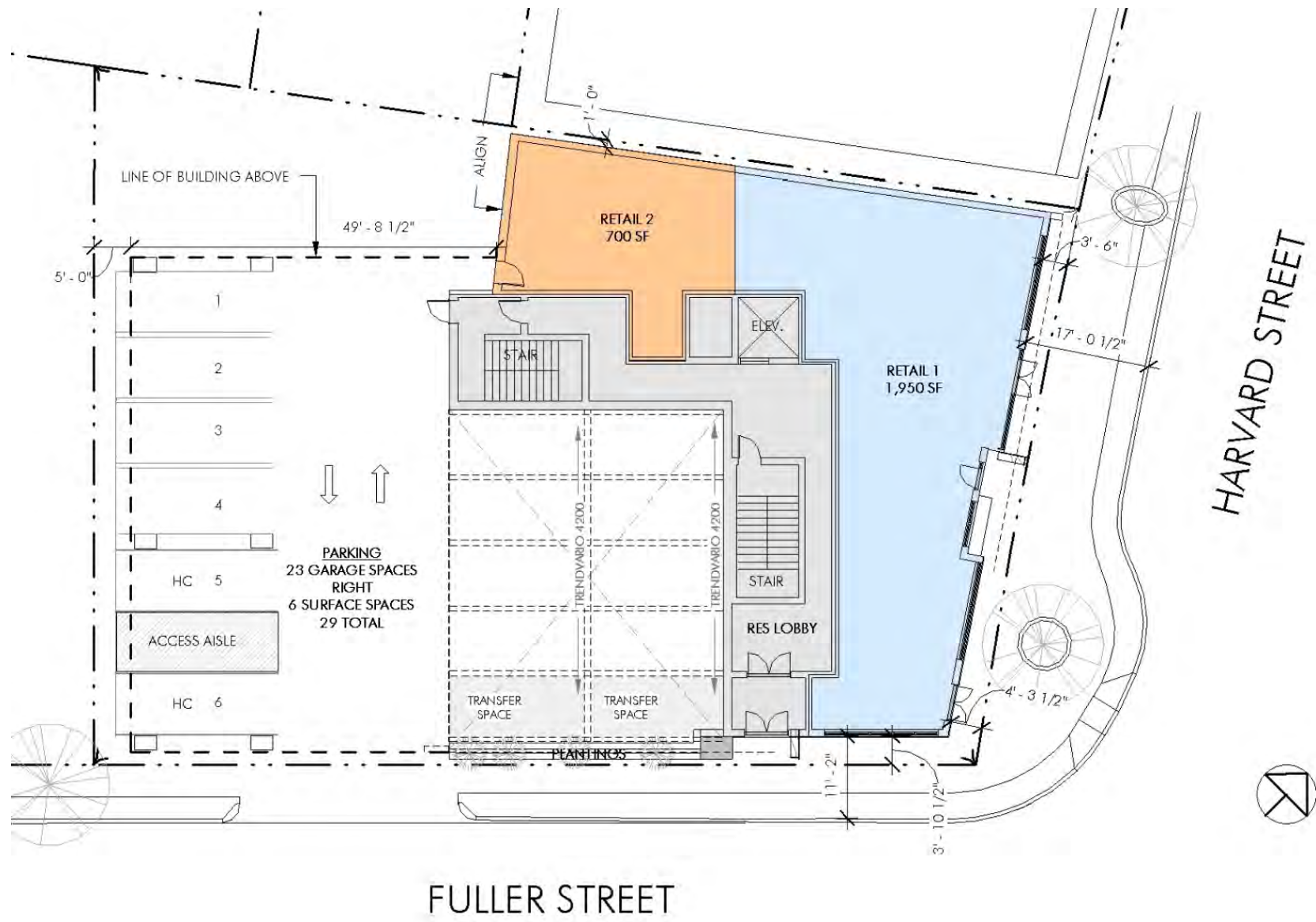
EXISTING SITE – PERSPECTIVE FROM HARVARD STREET



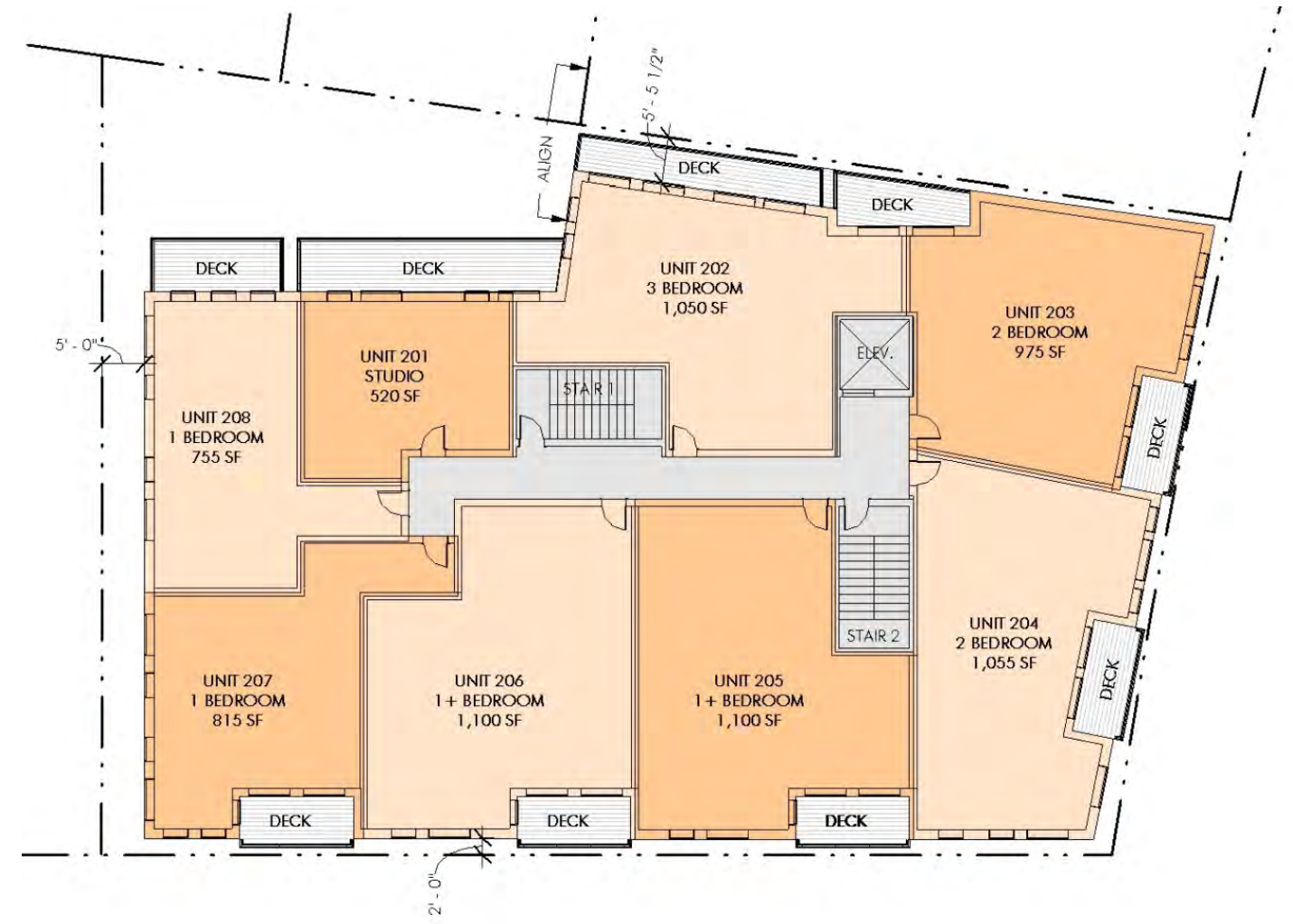
EXISTING SITE – PERSPECTIVE FROM FULLER STREET

PROPOSED DESIGN

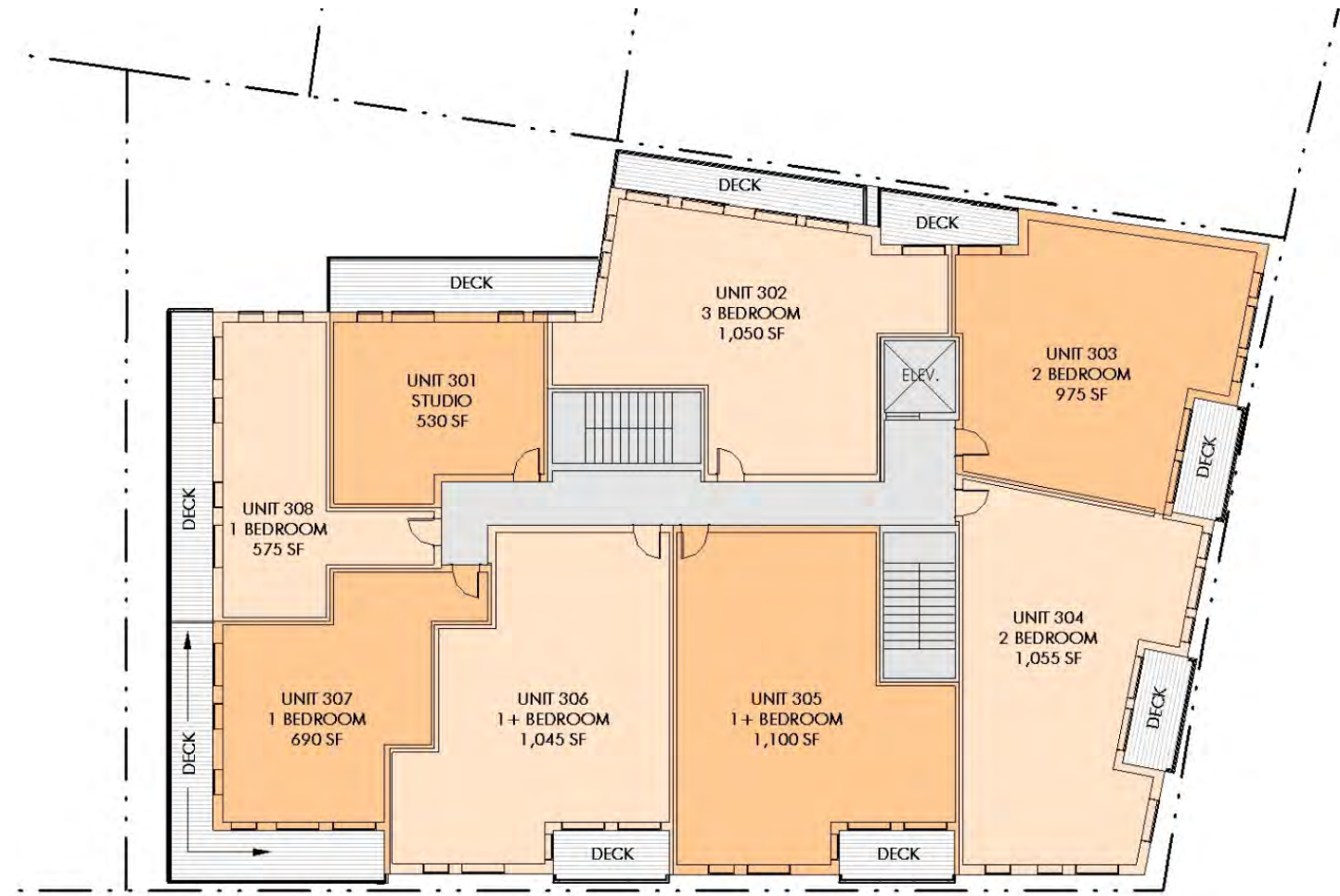




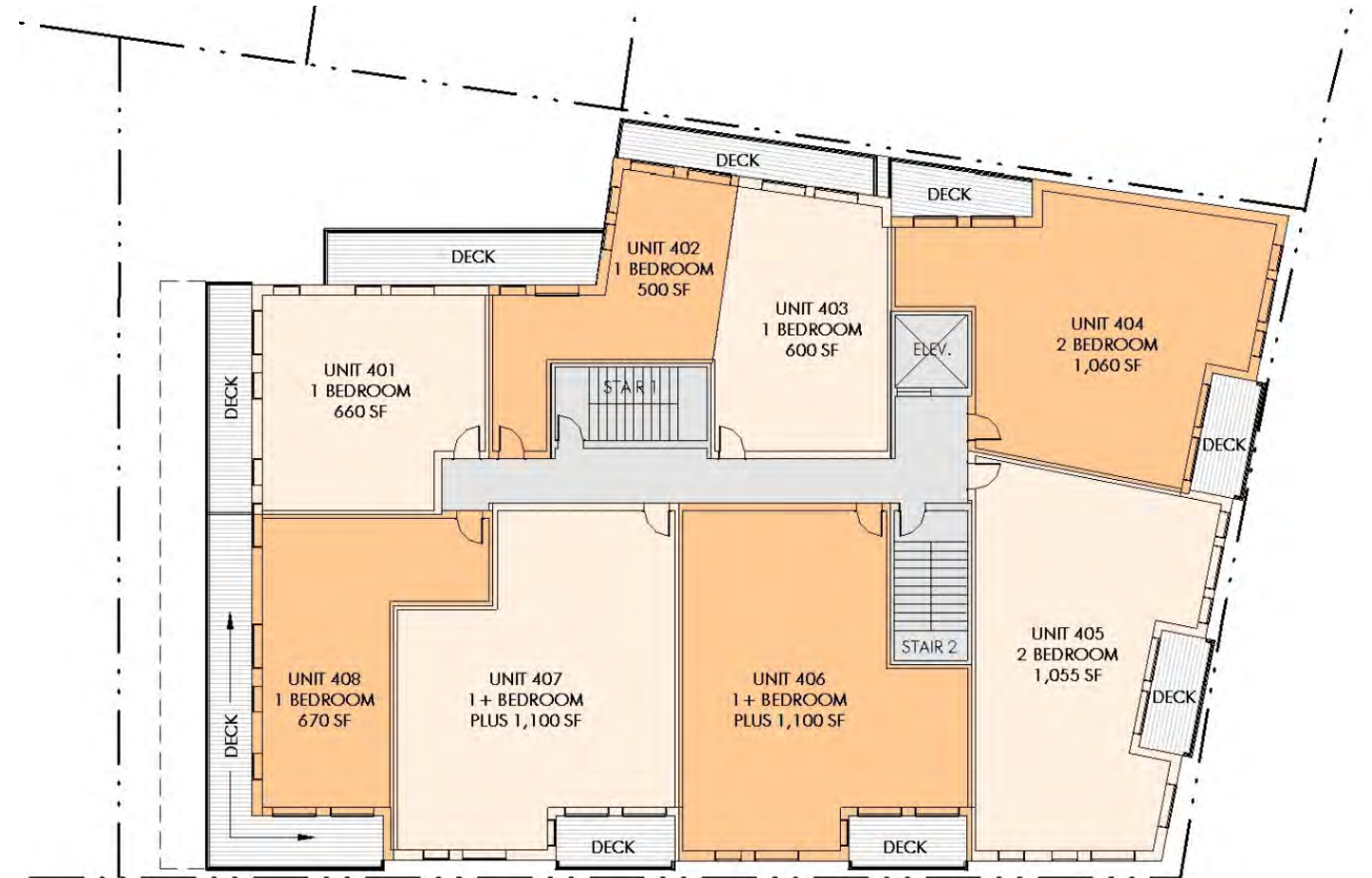
GROUND FLOOR PLAN



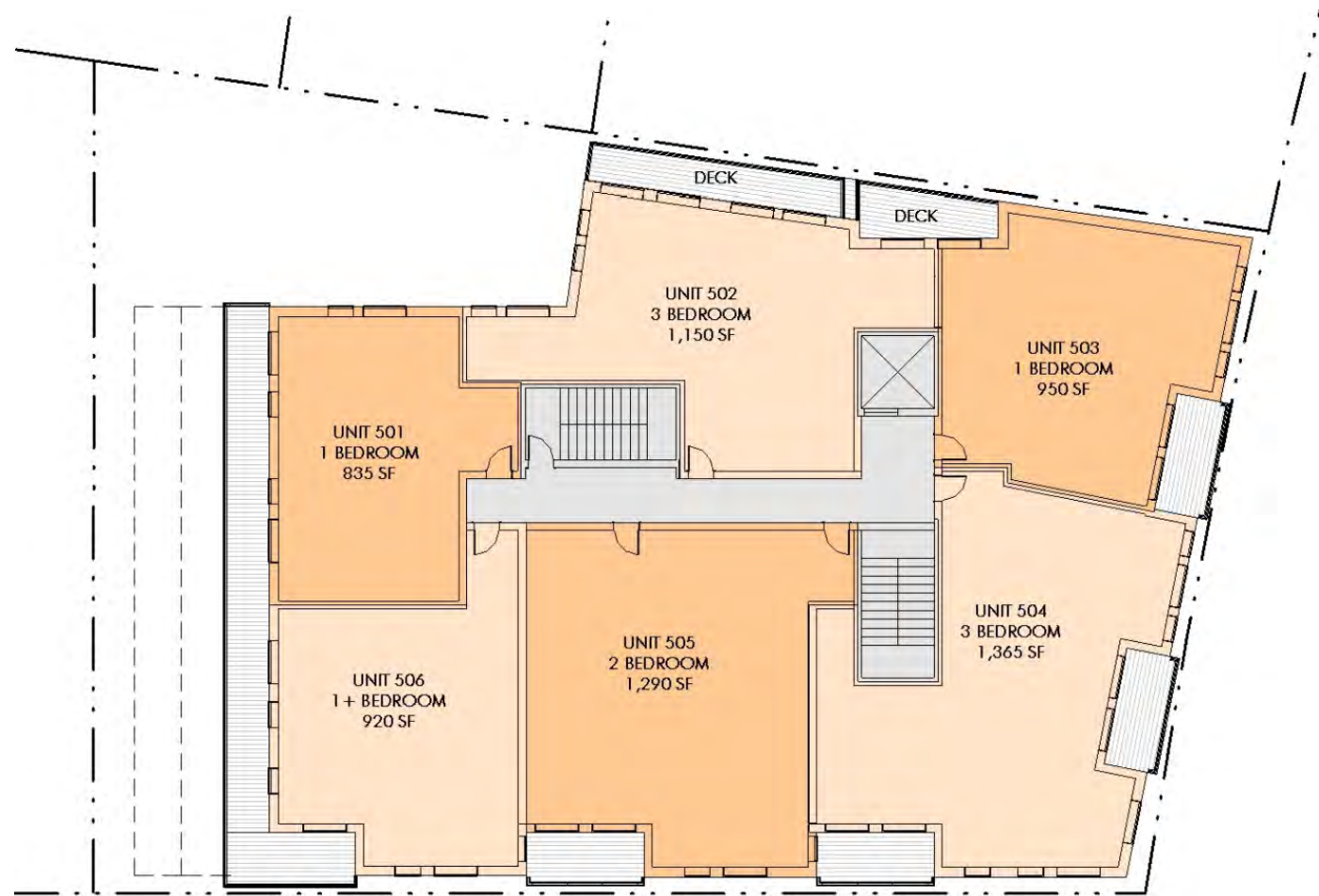
SECOND FLOOR PLAN



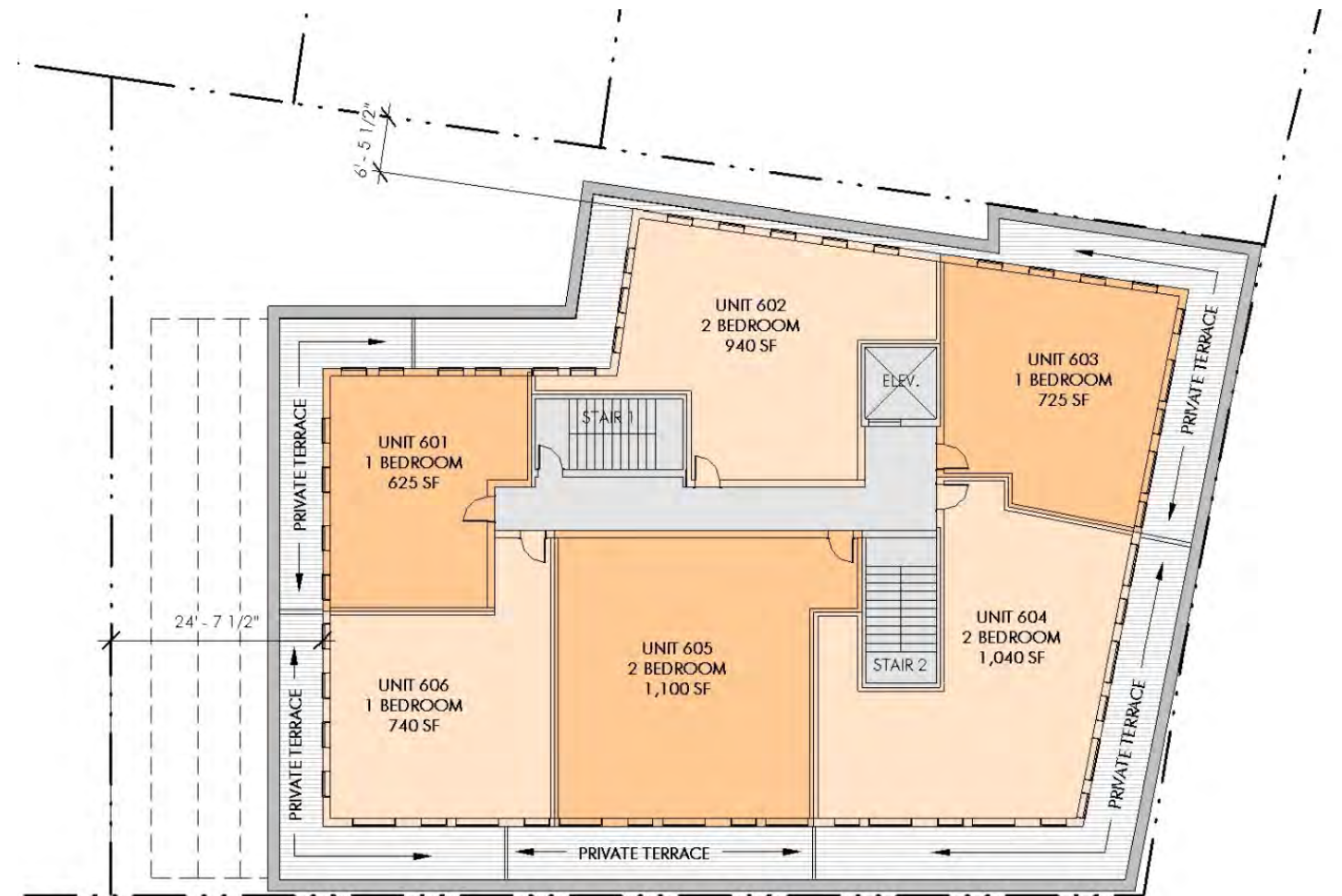
THIRD FLOOR PLAN



FOURTH FLOOR PLAN



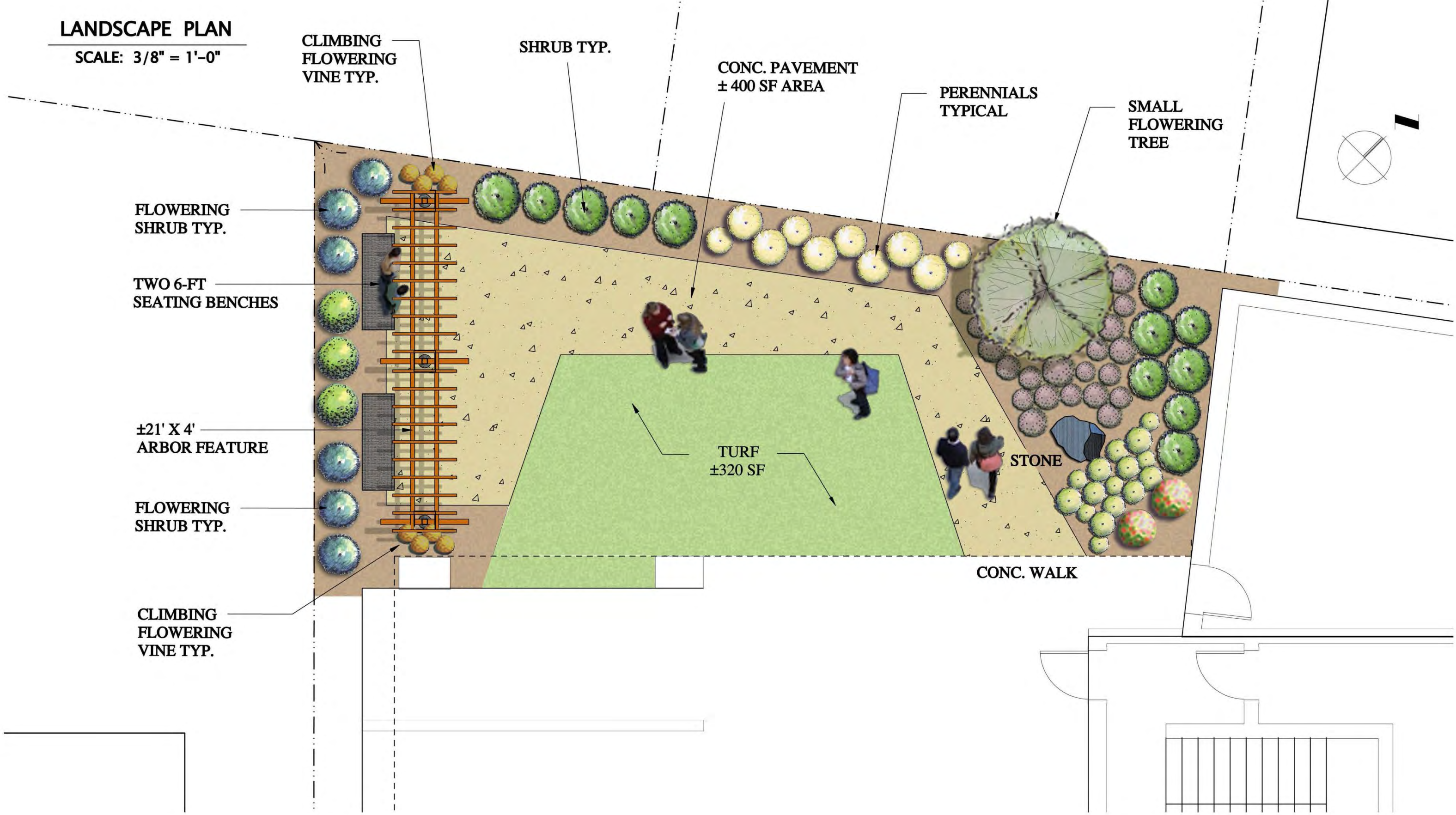
FIFTH FLOOR PLAN



PENTHOUSE FLOOR PLAN

LANDSCAPE PLAN

SCALE: 3/8" = 1'-0"





STREET PERSPECTIVE AT CORNER OF HARVARD AND FULLER STREET

PROJECT OUTLINE:

ZONING INFORMATION					
DISTRICT L-1.0 (Coolige Corner Design Overlay)					
	EXIST. LOT 1	EXIST. LOT 2	EXIST. LOT COMBINED	PROPOSED	REQUIRED
LOT AREA	6,289 S.F.	4,562 S.F.	10,851 S.F.	10,851 S.F.	None
LOT WIDTH	82 FT	50 FT	132 FT	132 FT	None
LOT FRONTAGE	147 FT	50 FT	197 FT	197 FT	20 FT
FRONT SETBACK	2'	NA	2'	3'-6"	10 FT ^{1,3,4}
SIDE SETBACK	0	NA		5'	10+L/10 ^{1,2,5}
REAR SETBACK	3'	NA	3'	1'	30 FT ^{1,2}
USABLE OPEN SPACE	0	0		1,220 S.F.	20% of GFA ²
LANDSCAPED OPEN SPACE	0	1260 S.F.	1260 S.F.	940 S.F.	10% of GFA ²
HEIGHT	2.5 Stories (30 ft.)	0	2.5 Stories (30 ft.)	6 Stories (63'-10")	40' Max
FLOOR AREA RATIO	1.66 (7,588 S.F.)	0		3.76 (40,850 S.F.)	1 (10,851 S.F.)
PARKING SPACES	9	0	9	29	74
PARKING SPACES PER UNIT				0.8	2

Notes:

¹ Frontage on both Fuller St. and Harvard Ave. are considered Front Yards. The lot line parallel to Fuller St. is considered the rear Lot line as it abuts to the rear lot line of Lot 10 Map 15 Block 77. The lot line parallel to Harvard Ave. is considered the side lot line as it abuts the side yard of Lot 13 Map 15 Block 77.

² Per 5.07 - Dwellings in Business and Industrial districts: the minimum usable open space and minimum side and rear yard requirements are based on M-1.0.

³ 5.45 – TRAFFIC VISIBILITY ACROSS CORNERS In any district where a front yard is required, no structure, fence, planting or other structure shall be maintained between a plane two and one-half feet above curb level and a plane seven feet above curb level so as to interfere with traffic visibility across the corner within that part of the lot which is within a triangle bounded by the street lot lines and, a straight line drawn between points on each such lot line 25 feet from the intersection of said lot lines or extension thereof, except if the Director of Transportation determines that ZONING BY-LAW TOWN OF BROOKLINE ARTICLE V, DIMENSIONAL REQUIREMENTS 5-63 no safety hazard will result, such as from a fence or plantings that allows adequate visibility.

⁴ If the entrance to a garage or covered vehicular passageway faces toward the street to which its driveway has access, said entrance shall be at least 20 feet from the street lot line.

⁵ At the end of each row or block of one-family attached dwellings, a yard shall be provided along the street line or side lot line of at least ten feet plus one foot for each dwelling unit in excess of two. In M and F districts, a building subject to the side yard formula: 10+L/10 may be built to the side lot line: (a) as a matter of right if, on the adjoining lot, a principal building with no setback from that lot line already exists or is proposed to be built concurrently; (b) by special permit if the Board of Appeals finds that reasonable development of the lot necessitates building to the side lot line, such action does not unreasonably infringe upon the light and air of any existing adjoining building, and the party wall is solid and has neither doors nor windows. A building with no side yard shall not have a building wall on the side lot line extending more than 70 feet to the rear of the front yard required by this By-law; except that a building wall may be located along any part of a side lot line on which a principal building on the adjoining lot abuts between the rear yard required by this By-law and the required front yard line. Where building walls more than 70 feet to the rear of the required front yard are not permitted to be built along the side lot line, said walls shall have a side yard setback not less than: 10+L/10 the "L" dimension being that portion of the wall required to be set back from the side lot line.

		AFFORDABLE	UNIT TYPE	GSF		GSF
GROUND LEVEL	RETAIL 1			700	HALL STAIRS LOBBY	1,360
	RETAIL 2			1,950		
LEVEL 2	UNIT 201		STUDIO	520	HALL STAIRS	835
	UNIT 202	X	3 BED	1,050		
	UNIT 203	X	2 BED	975		
	UNIT 204		2 BED	1,055		
	UNIT 205		1+ BED	1,100		
	UNIT 206		1+ BED	1,100		
	UNIT 207		1 BED	815		
	UNIT 208	X	1 BED	755		
LEVEL 3	UNIT 301		STUDIO	530	HALL STAIRS	835
	UNIT 302		3 BED	1,050		
	UNIT 303	X	2 BED	975		
	UNIT 304		2 BED	1,055		
	UNIT 305		1+ BED	1,100		
	UNIT 306		1+ BED	1,045		
	UNIT 307		1 BED	690		
	UNIT 308	X	1 BED	575		
LEVEL 4	UNIT 401		1 BED	660	HALL STAIRS	815
	UNIT 402		1 BED	500		
	UNIT 403		1 BED	600		
	UNIT 404	X	2 BED	1,060		
	UNIT 405		2 BED	1,055		
	UNIT 406	X	1+ BED	1,100		
	UNIT 407		1+ BED	1,100		
	UNIT 408		1 BED	670		
LEVEL 5	UNIT 501	X	1 BED	835	HALL STAIRS	775
	UNIT 502		3 BED	1,150		
	UNIT 503		1 BED	950		
	UNIT 504		3 BED	1,365		
	UNIT 505		2 BED	1,290		
	UNIT 506		1+ BED	920		
LEVEL 6	UNIT 601		1 BED	625	HALL STAIRS	765
	UNIT 602		2 BED	940		
	UNIT 603	X	1 BED	725		
	UNIT 604		2 BED	1,040		
	UNIT 605		2 BED	1,100		
	UNIT 606		1 BED	740		
TOTAL RESIDENTIAL AND COMMERCIAL				35,465		5,385

TOTAL RESIDENTIAL 32,815

TOTAL COMMERCIAL 2,650

TOTAL BUILDING GSF 40,850

TOTAL PARKING SPACES 29

TOTAL AFFORDABLE UNITS 9 UNITS

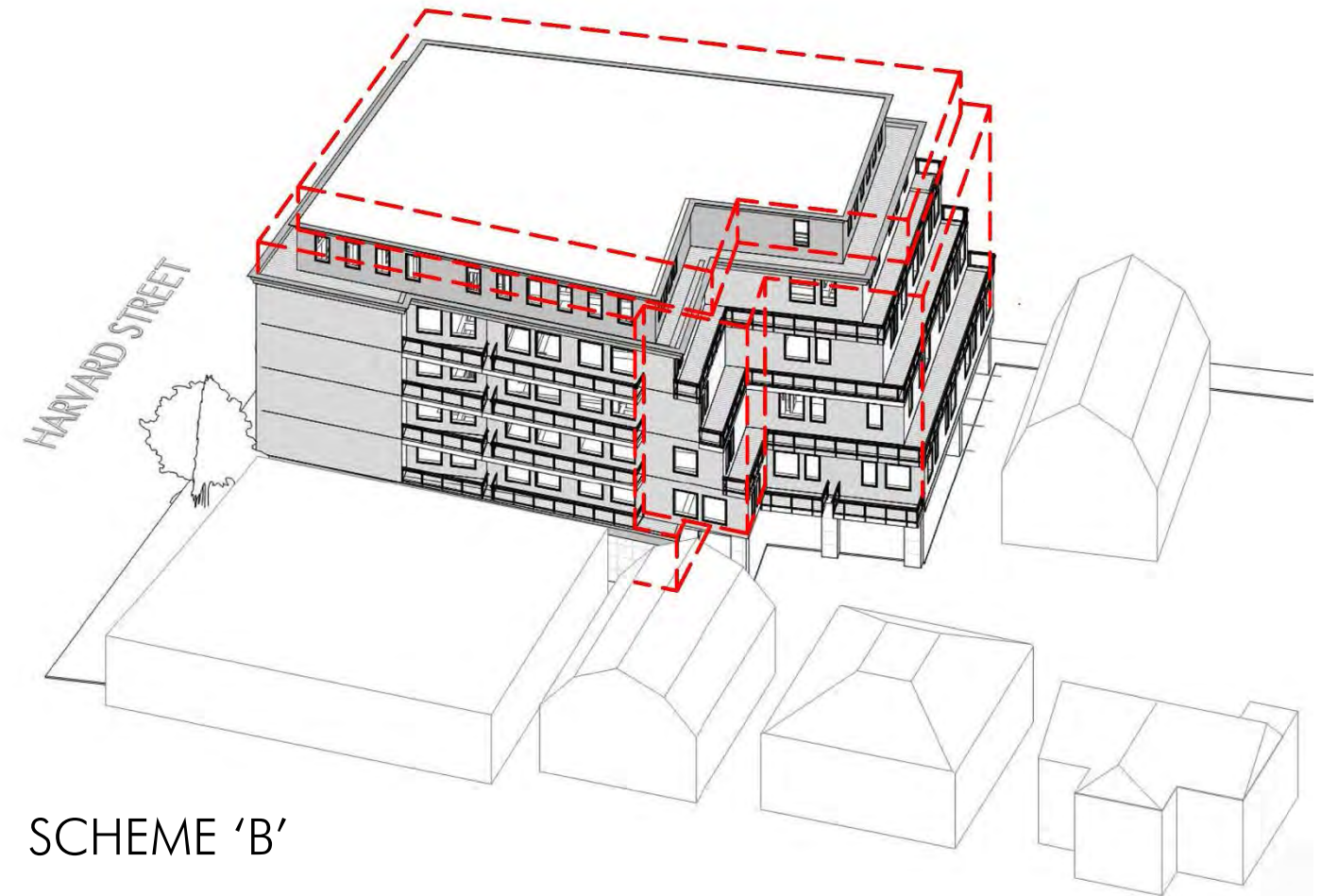
UNIT BREAKDOWN:		AVERAGE SIZE	AFFORDABLE
STUDIO	2	525	0
1 BED	13	703	3
1 + BED	7	1,065	2
2 BED	10	1,055	3
3 BED	4	1,154	1
TOTAL	36	911	9

PARKING/UNIT RATIO 0.8

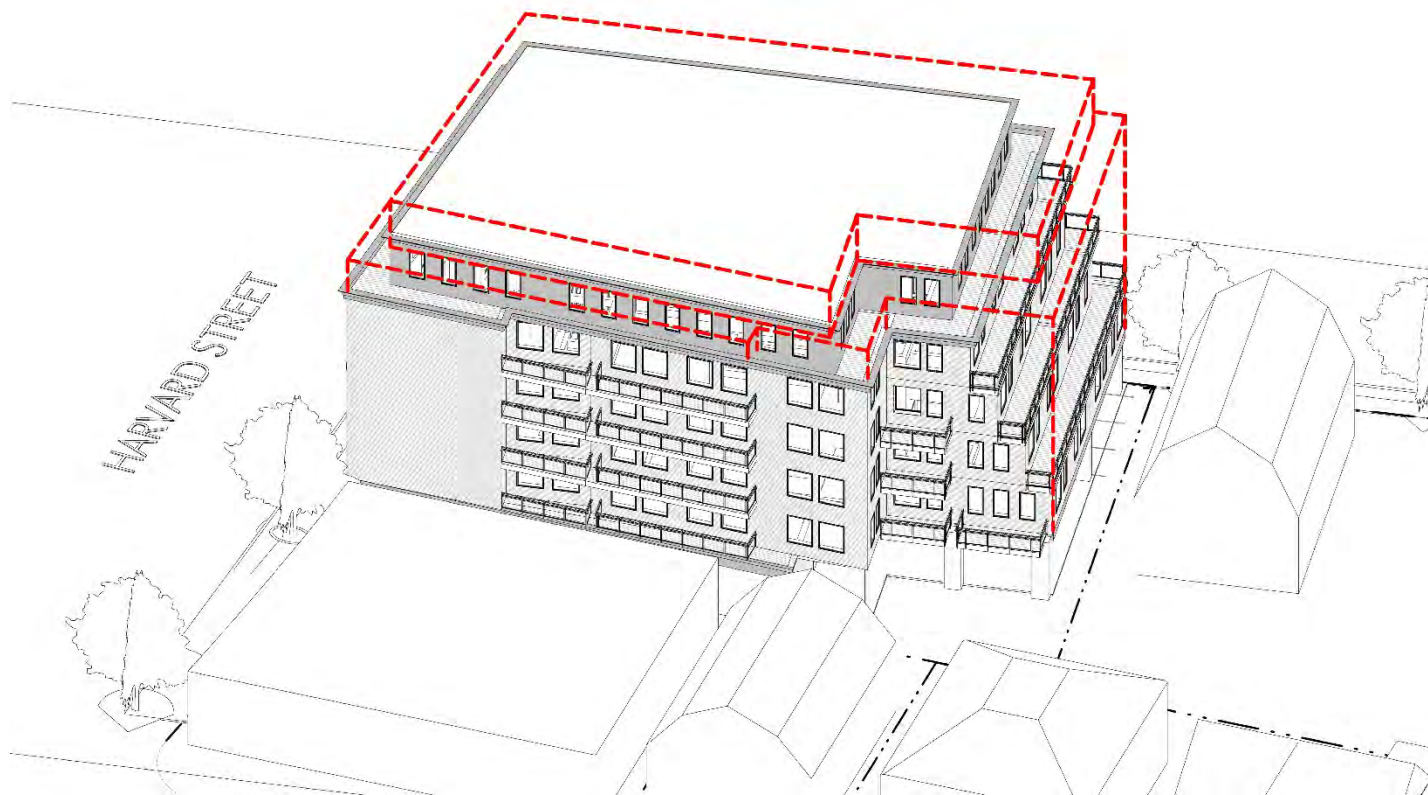




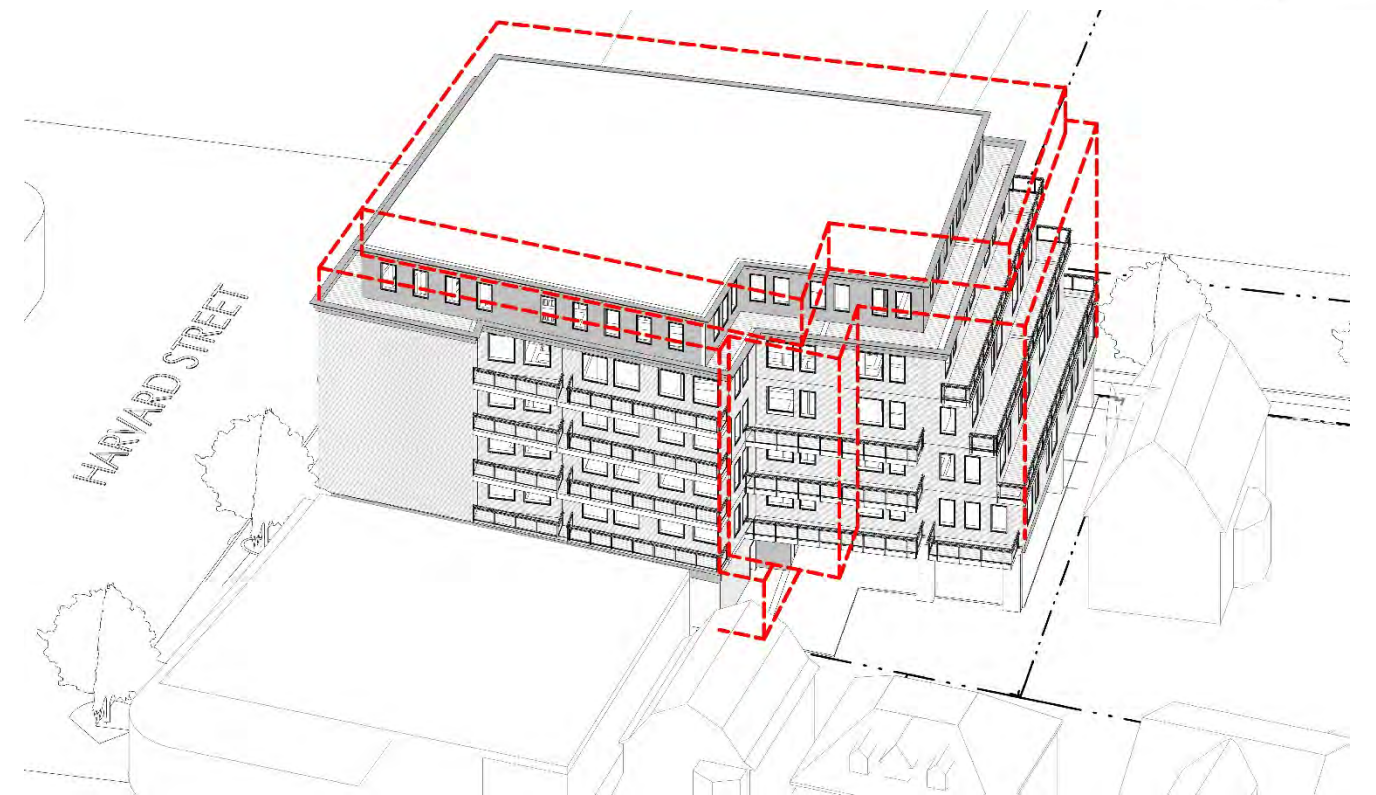
SCHEME 'A'



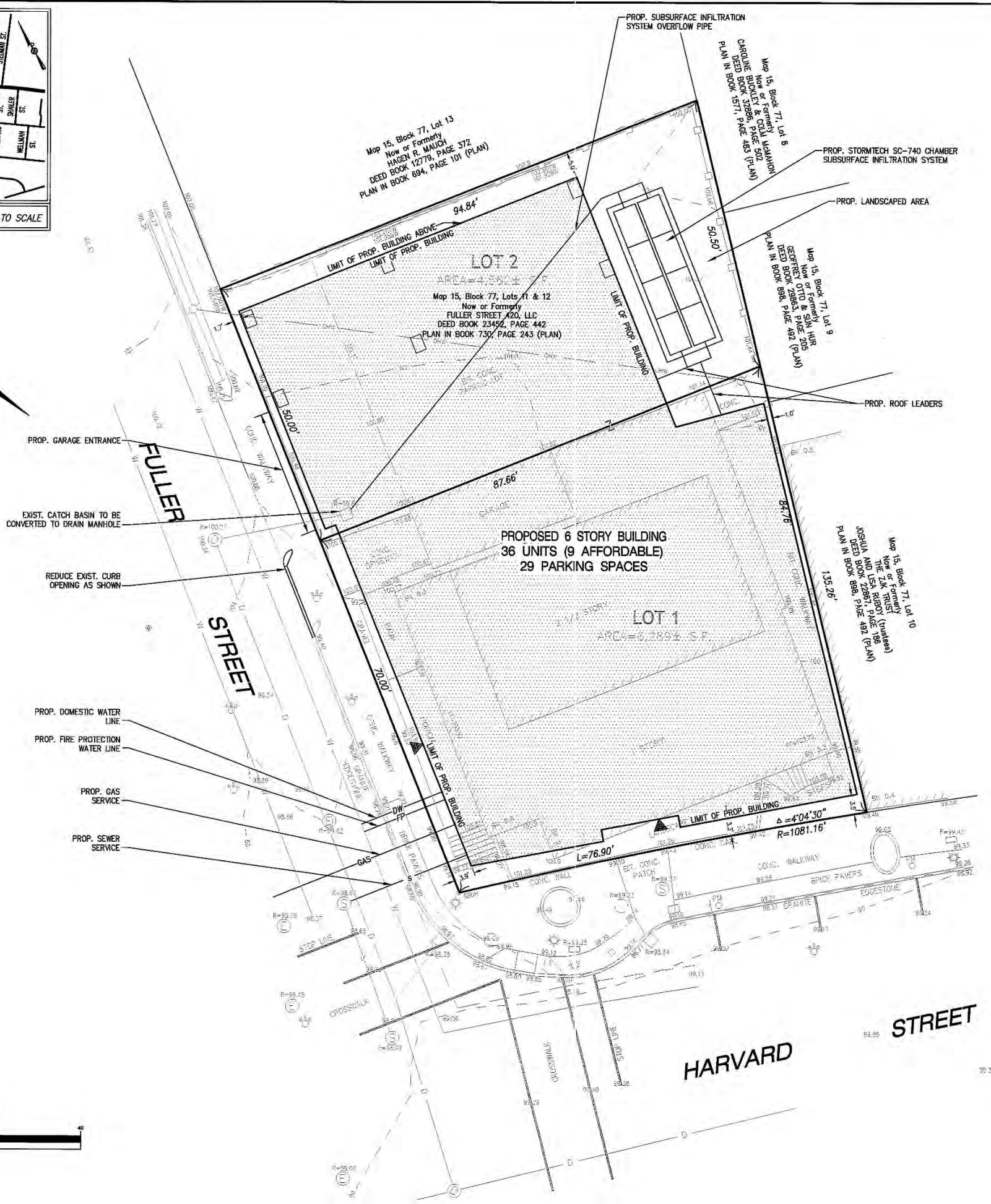
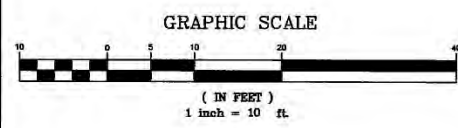
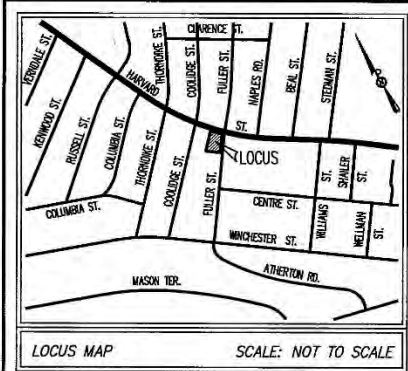
SCHEME 'B'



SCHEME 'C'



CURRENT MASSING



LEGEND	
	CATCH BASIN
	DRAIN MANHOLE
	DRAIN PIPE
	SEWER MANHOLE
	SEWER PIPE
	WATER GATE/SHUTOFF
	WATER MAIN
	ELECTRIC MANHOLE
	HANDHOLE
	GAS GATE/SHUTOFF
	UTILITY POLE
	GUY WIRE
	OVERHEAD WIRES
	LIGHT POLE
	BOLLARD
	SIGN
	FLAGPOLE
	ROOF DRAIN
	PARKING METER
	MAJOR CONTOUR
	MINOR CONTOUR
	SPOT GRADE
	PROPOSED BUILDING ENTRANCE

ABBREVIATIONS	
AC	AIR CONDITIONING UNIT
APPROX.	APPROXIMATE
ASPH.	ASPHALT
BCC	BITUMINOUS CONCRETE CURBING
BOL	BOLLARD
CB	CATCH BASIN
CLF	CHAIN LINK FENCE
CLT	CLEANOUT
CONC.	CONCRETE
CRW	CONCRETE RETAINING WALL
DUMP	DUMPSTER
EL	ELEVATION
EOP	EDGE OF PAVEMENT
EPLP	ENGINEERING PIN/LEAD PLUG
F.F.	FIRST FLOOR
FND	FOUND
GUY	GUY WIRE
HH	HANDHOLE
HR	HANDRAIL
I.P.	IRON PIPE
LP	LIGHT POLE
(M)	MARKED
MHB	MASSACHUSETTS HIGHWAY BOUND
N/F	NOW OR FORMERLY
No.	NUMBER
O/H	OVERHANG
OHW	OVERHEAD WIRES
R	RM
RD	ROOF DRAIN
RRT	RAILROAD TIE
SMH	SEWER MANHOLE
T.O.F.	TOP OF FOUNDATION
TYP	TYPICAL
UEM	UTILITY ELECTRIC METER
UP	UTILITY POLE
VGC	VERTICAL GRANITE CURB
WP	WOODEN POST
WSF	WOODEN STOCKADE FENCE

- NOTES
- EXISTING CONDITIONS INFORMATION TAKEN FROM A PLAN ENTITLED "PLAN OF LAND, 420 HARVARD STREET, BROOKLINE, MASSACHUSETTS (NORFOLK COUNTY)" DATED OCTOBER 5, 2015 AND PREPARED BY GREATER BOSTON SURVEYING AND ENGINEERING.

ELEVATIONS SHOWN HEREON REFER TO AN ASSUMED DATUM.

UNDERGROUND UTILITIES ARE PARTIALLY SHOWN HEREON BASED ON DIG SAFE PAINT MARKS. EVIDENCE OF ADDITIONAL UTILITIES EXIST WITHIN THE PROJECT LIMITS. RECORD PLANS FOR SHOWING ADDITIONAL INFORMATION ON THE UTILITIES HAS BEEN REQUESTED BUT NOT RECEIVED AS OF THIS DATE.
 - PROPOSED UTILITY CONNECTIONS ARE PRELIMINARY IN NATURE.



McKenzie Engineering Group, Inc.

PROFESSIONAL CIVIL ENGINEERING AND LAND SURVEYING
180 LONGWATER DRIVE
SUITE 101
BROOKLINE, MA 02146
PHONE: (617) 786-3923
FACSIMILE: (617) 786-0353

PREPARED BY:

PROPOSED COMPREHENSIVE PERMIT DEVELOPMENT

(ASSESSOR'S PARCEL 077-11-12)
420 HARVARD STREET
BROOKLINE, MASSACHUSETTS

PROFESSIONAL ENGINEER:

OWNER/APPLICANT:
Oakgrove Residential, Inc.

DRAWN BY: AWL
DESIGNED BY: AWL
CHECKED BY: BCM
APPROVED BY: BCM
DATE: MAY 19, 2016
SCALE: 1"=10'
PROJECT NO.: 216-140
DWG. TITLE:
Site Feasibility Plan

DWG. No:
119

NOT FOR CONSTRUCTION

Vehicle Trip-Generation Summary

	Current Land Use ^a	Proposed Land Use ^b	Net New Vehicle Trips
Average Weekday Daily Traffic	39	119	80
Weekday Morning Peak Hour:			
Entering	4	4	0
Exiting	1	6	5
Total	5	10	5
Weekday Evening Peak Hour:			
Entering	1	6	5
Exiting	4	5	1
Total	5	11	6

^a Based on ITE LUC 220, Apartments, 3 units and ITE LUC 710, General Office Building and 6.2 ksf.

^b Based on ITE LUC 220 36 units, and ITE LUC 710, General Office Building and 2.7 ksf

Note: Assumes 44% vehicle usage.

Traffic Impact and Access Study
420 Harvard Street - Brookline, Massachusetts



Vanasse & Associates, Inc.
Transportation Engineers & Planners

35 New England Business Center Drive Andover, Massachusetts 01810 V 978.474.8800 F 978.688.6508 WWW.RDVA.COM

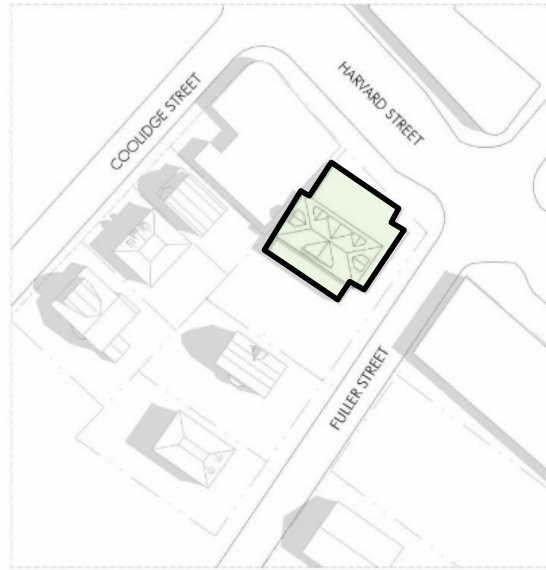
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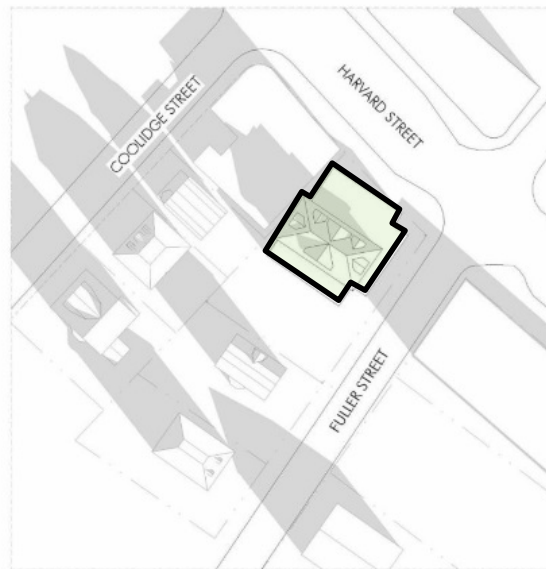
SUMMER SOLSTICE
JUNE 21ST



FALL/SPRING EQUINOX
SEPTEMBER 22ND/MARCH 20TH



WINTER SOLSTICE
DECEMBER 21ST



EXISTING CONDITIONS SHADOW STUDY

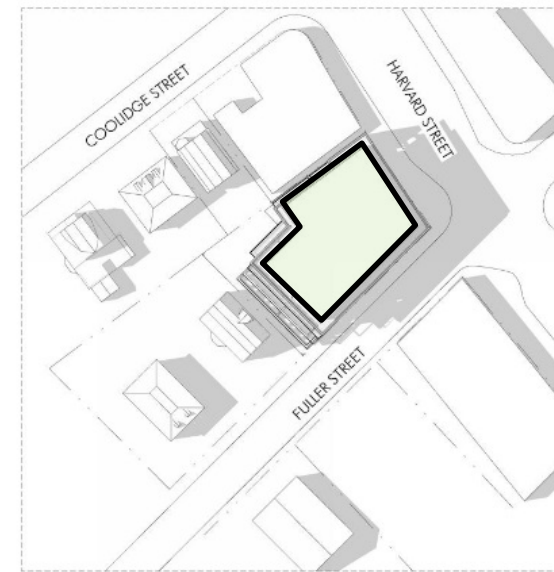
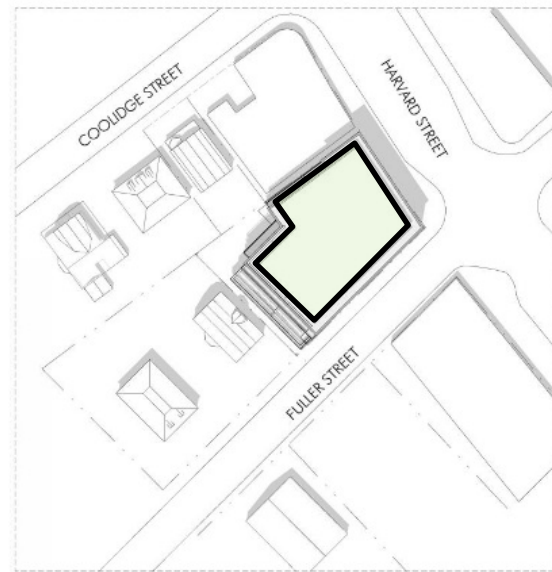
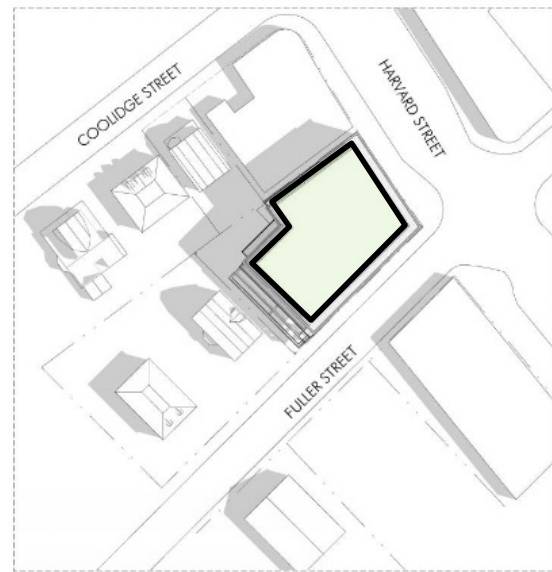
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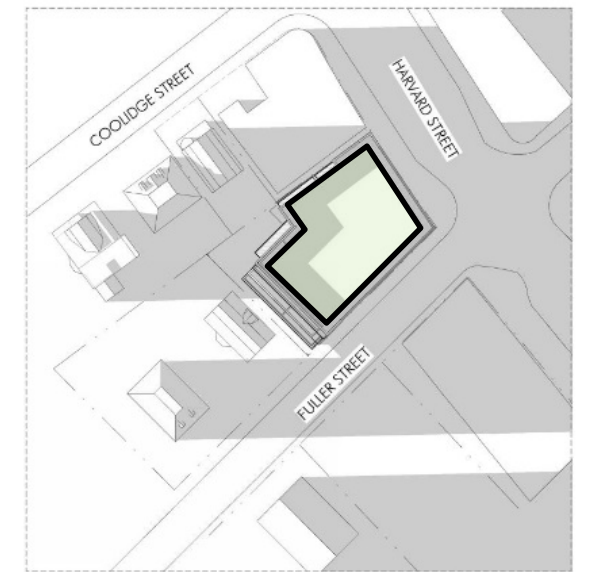
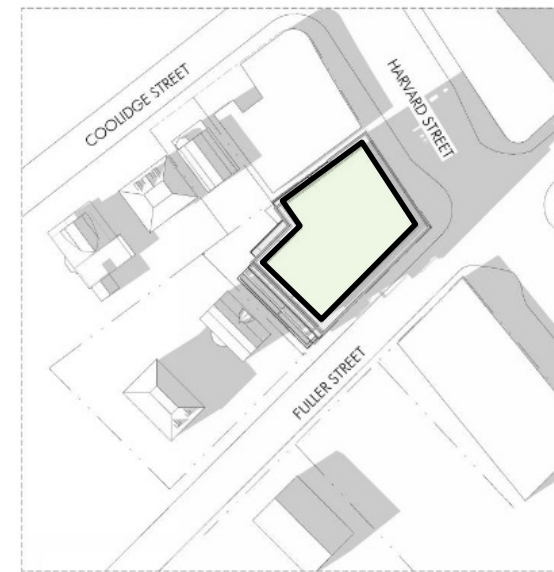
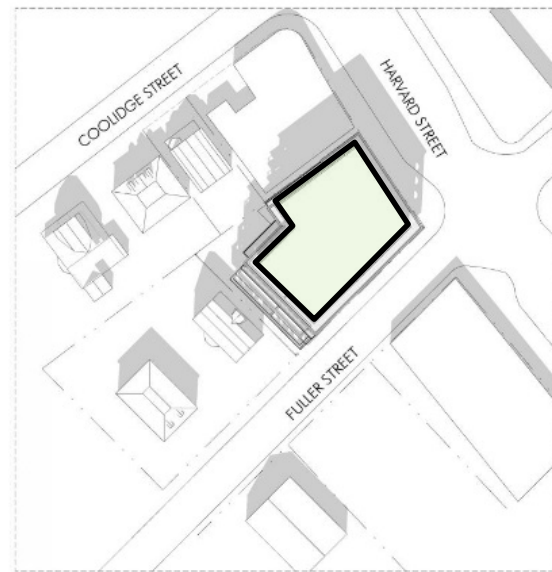
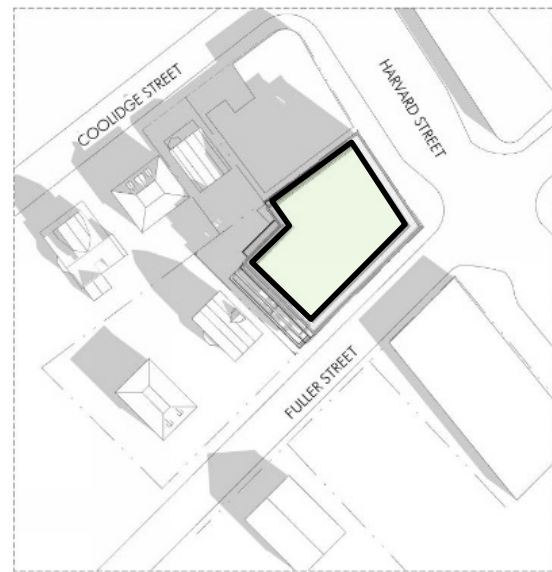
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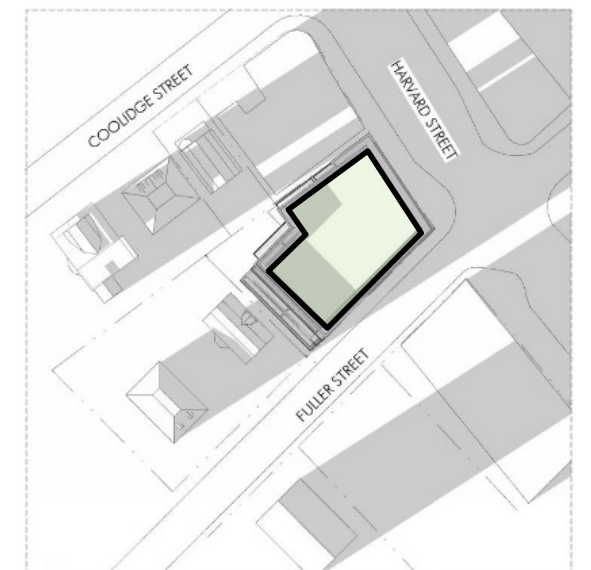
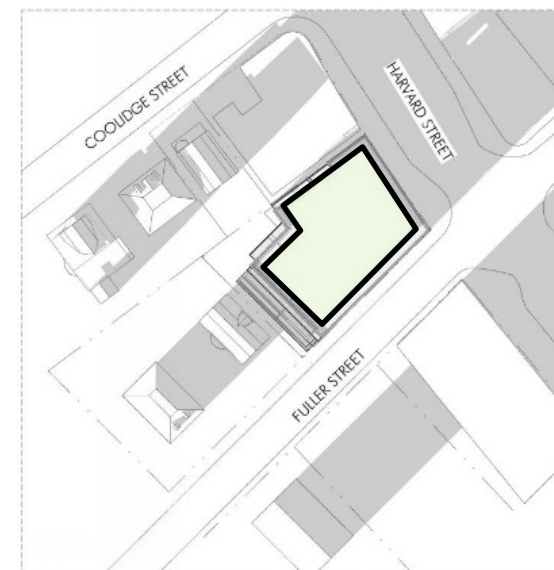
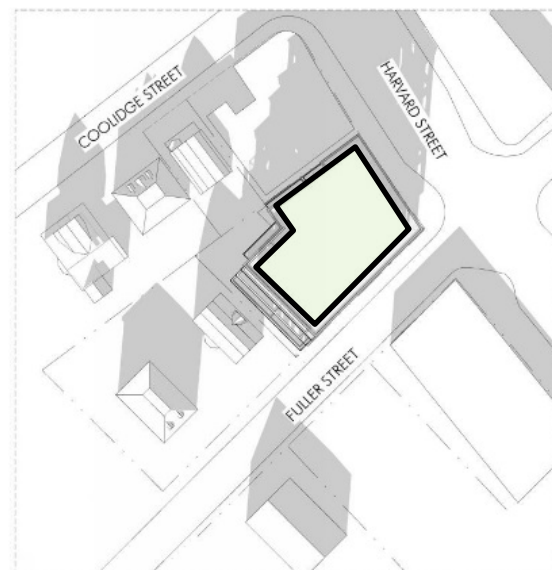
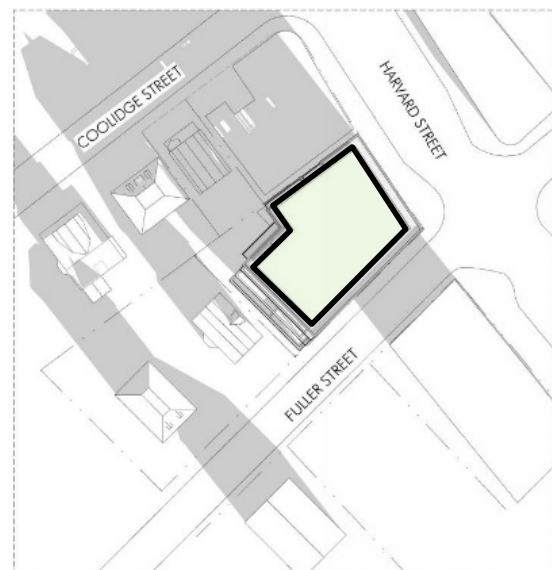
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